ROSSLAND DISTRICT CREWS
WORK ALL NIGHT ON TRAIL FLOOD

Determined efforts of the Rossland crews eventually restored Trail Creek to its channel after 15 hours of disastrous flooding at Trail in April.

At 3.45 p.m., Wednesday, April 23rd, the Trail Creek culvert intake plugged and overflow water began pouring down Rossland Avenue. It began as a trickle. In an hour the half-mile length of Rossland Avenue was a surging river, racing knee-deep over the pavement, across the sidewalks, through the front yards and gardens, and even through living-rooms.

The last mile of the creek actually runs under the city through a concrete culvert, and it was at the intake to the culvert where all the trouble began. Huge boulders, dislodged by the extreme current, along with stumps and other debris were swept against the intake grizzly to clog the entrance. Between 8.45 and 11 p.m. Department crews blasted four holes through the Columbia River wall to allow the rampaging creek to escape into the river.

At about the same time, Gorge Creek overflowed into the west section of the city, compounding the trouble.

Continuous work through the night by the Rossland District crews brought about the control of the flood at 6.30 a.m., Thursday, April 24th, diverting Trail Creek back into its original channel.

The damage bill was in the millions. There were about 150 damaged homes, some of them destroyed; 77 private cars damaged, with 26 destroyed; one apartment building collapsed, a total wreck; and untold damage to streets and services. Some 30 business premises were heavily damaged and some wiped out.

Here's what happened at Trail, B.C. when two small creeks ran amok.
Accidental death is no less a tragedy because it teaches a lesson. The irony is lost on those personally touched by it. But the sad truth is that it sometimes takes a calamity to make us more careful. In the first three months of this year four Department employees died in accidents on the job, despite a general improvement in our safety record over the past few years. One man died moving salt with a front-end loader, another in a bridge dismantling project, a third ran over by a grader, and a fourth in a slide. The first three were preventable, the fourth probably not. One thing we have learned from all of them is that we cannot take safety for granted. Perhaps we have learned enough to prevent more such lessons.

WESLEY D. BLACK, Minister.

GROUPS 2 AND 3 IN FOREMEN'S TRAINING SERIES MEET AT ALLISON PASS

Two more training sessions were held in March and April this year at Allison Pass, Groups 2 and 3 of the highly successful series. In the March group were Fred Schorn, Rock Creek; Jack Brown, New Westminster; Irwin Fallowfield, Bridge; Angus Murray, Lillooet; Bill Sunderwood, Koosaken Pass; Wally Stewart, Alderni; Chris, Kenneth, Nakusp; Joe Sedler, Hope; Russ Gallopway, Cassidy; Doug Bain, Ashcroft; Elmer Stoith, Sooke; George Kazakoff, 100 Mile; Bob Petch, Blue River; Don MacColl, Rosedale; George Kovalchik, Salmon Arm; Maurice Bugge, Alexis Creek; Bill Gaze, Courtenay; Fred Evans, Kelowna; Fred Emerson, Oliver; Jim Titus, Quesnel; Jim Sawatsky, Squamish; Ray Arnett, Similk; Ed Turner, North Vancouver.

COVER PHOTO

The April group is the subject of the R.R.'s cover picture. Members are, left to right, front row: Art Clarke, Fort St. James; Ab Campbell, Hilton; Roy Sweeten, Salmon Arm; Aaron Dube, Castlegar; Mac Witzel, Courtenay; Tony Poppin, Fernie; Jack Leslie, Greenwood; Les Lythgoe, Yahk; Don Young, Kimberley; Willie Haultala, Golden; Mike Tetreau, Southbank. Second row: Tom Taylor, Bridge; Art Watson, Trout Lake; Dale Cooper, Cowichan Lake; Aubrey Burgess, Salmo; Frank Carr, Lumby; Lloyd Crate, McBride. Back row: George Jack, Prince George; Marshall Close, Fort St. John; Ross Busby, Langford; Walter Heare, Likely; Joe Profill, Powell River; Chuck Henderson, Rolly; and the man on top, Bob Merton, Westbank.
“EXTRACURRICULAR” ACTIVITIES

Golden Highway Staff Members of Top Bowling Team, Win Holiday at Reno, Nevada

The Golden Selkirks Bowling Team recently won a one-week all-expense paid holiday to Reno, Nevada, after posting the highest score in British Columbia in the Vancouver Daily Province Teambowl.

Among the five team members are Mrs. Joanne Frisk, Clerk-Steno 2 in the Golden District Office, and Mr. Abdul Ghani, Labourer on the Golden Maintenance Crews. Stan Cross, another team member, was formerly employed with the Department in Golden as a Labourer. The other team members are Mr. and Mrs. Ron Cameron, also of Golden, but not employed by the Provincial Government.

The team posted the highest fivepin score in British Columbia, a 4,359, including 1,050 handicap—and this was accomplished on unfamiliar bowling lanes at Revelstoke.

Abdul and Joanne have been bowling for four years and one year respectively, while Stan Cross is the team veteran with 16 years' experience.

The team had expenses paid from Golden to Vancouver, where they joined with other winners in the trip to Reno by chartered bus on May 18th.

Patrolman John A. Brown's collection of police department shoulder flashes and badges continues to grow. Started as a Centennial project in 1967, it now totals 453. First in the collection was John's own British Columbia Police badge. He has corresponded with police departments throughout North America and various parts of the world. Included in the collection are police insignia from Germany, Puerto Rico, Hong Kong, and Turkey. Assistance was given by the Canadian Embassy in Madrid, Spain, to obtain a badge used by the Moroccan police.

Joe Leibel, right, draughtsman with Headquarters Urban Design Section, was lead man in the Victoria Gordon Moore Rink which recently won the British Columbia Senior Curling Championship and then went on to Hamilton, Ontario, where they came within one rock of winning the Senior Championship of Canada. Second out of 10 Province teams, they lost the playoff game to Ontario by the narrowest of margins. The last rock in the last game decided the issue.

A. MURDOCK, Truck Driver with the Merritt District Maintenance Crew, earned some distinction, as well as $52 for the world's hungry, when he finished first in the Oxfam "Miles for Millions" May 3rd. He did the 26-mile course in 4 hours 17 minutes and was sponsored for $2 a mile.

Dugald Gillespie, president of the Victoria unit, British Columbia Cancer Society, being presented with cheques to the Cancer Society in memory of the late Captain William Murray, recent Master of the M.V. Queen of Prince Rupert. The donation was made by Stewart William Smith, right, a member of Captain Murray's crew on behalf of the officers, crew members, and terminal staff employed at Prince Rupert.
Courtenay District became involved in the geological history of Vancouver Island recently by bringing a truck-load of concretions from Denman Island for the new Museum at Victoria. Right, concretions in their permanent position in front of the new Centennial Museum.

Courtenay District became involved in the geological history of Vancouver Island recently by bringing a truck-load of concretions from Denman Island for the new Museum at Victoria. Right, concretions in their permanent position in front of the new Centennial Museum.

Bridge Foreman Art Olson securing a load to a helicopter for installation of a new radio repeater on a mountain just outside of Victoria, left picture, and at the repeater site. W. F. Conlan inspecting the installation by Bridgemen Harold Goodmanson and David Brown.

Fort St. John Road Crew was faced with an unexpected repair to the storm-sewer system. Fred Chambers and part of the crew had to rip a 6-foot width of frozen road way to replace 104 feet of collapsed 36-inch wood-stave pipe. It was replaced with steel culvert.

Winter logging operations set up in the Vanderhoof District was a good fill-in job for the bridge crew and enabled the district to obtain bridge material at half the cost of current lumber prices. All the falling, skidding, and hauling is done by the district and custom cut by a local sawmill. Left, Machine Operator John Teichroeb, skidding logs to the landing. Right, part of stockpile in mill yard prior to cutting and dressing.

Crews make repairs after washout 8 miles east of Eiko on the Southern Trans-Canada Highway.

Steel erection on the new Bulkley River Bridge, Smithers, during cooler times. Project supervisor was Ron Morrison. Bridge is scheduled for completion in the early part of September.
HARRY Whalley moved from Washington State to Surrey in 1919, and his family built a home there. The locality became Whalley's Corner, and now Whalley. Bridges were always involved in his work with the Department. He was toll collector at Pattullo and at Oak-Deas guard at Port Mann during construction, and lately wrecker operator there.

NORM GRAHAM was Middle Arm Bridge Tender on retirement, a job which had its troubled times when the bridge stuck open. He served many years as toll collector on bridges in the area, starting with Lions Gate Bridge when it opened in 1938. He was senior collector when the British Columbia Government took over the bridge in 1956 and put it under the Toll Authority. He stayed on in this position until tolls were removed in 1964. Norm has just become grandfather to twin girls, and it looks as if his “tending” days will continue in retirement. After a period of relaxation he intends to look after a small grocery store.

William Otto, Grader Operator, has retired after 25 years of continuous service in Powell River. Bill has been with Forestry, Public Works, Liquor Control, and the Department of Highways from 1933 to 1969. Upon leaving, Bill, right, turned in his hard hat to Louis DeVito, Acting Foreman, Powell River.

Fellow workers and friends recently honoured four newly retired North Vancouver Bridge District employees whose combined service totals more than 50 years.

Donald A. Carmichael retired from the service on February 28, 1969, after 41 years with the Department. At the time of his retirement, Don was a Road Maintenance Foreman (Patching) on the Nelson District Crew. A retirement party was held on his behalf on March 21st, when he was presented with a meritorious service scroll by G. R. Kent, District Superintendent. He also received a wallet and a model of his patching truck in the farm of a desk lamp. The truck was complete in every detail, including the unit number.

Location Branch Headquarters staff gathered April 8th to bid farewell to John Carpenter-Alting upon his retirement from the Department. Fraser MacLean, Assistant Deputy Minister, thanked Mr. Alting for his excellent service as an Engineering Technician since 1956, gave a brief résumé of Mr. Alting’s distinguished career prior to entering the Department’s service, and then, on behalf of the staff, presented John and his wife with a lawn chair set.

Graham Fraser, Region 1 Right-of-Way Agent, was retired May 16th when 30 employees gathered at the home of Vic Drew to mark his retirement. A presentation was made by Chief Right-of-Way Agent Les Moore on behalf of Graham’s fellow employees in the Department. Congratulatory messages were received from Regions 2, 3, and 4, where he has worked at various times.

J. A. (Al) Lonsbury, Insurance and Safety Officer, Victoria, retired in April, completing 29 years of Government service. Al began his career as Office Manager in the Rossland District office in 1946. In 1943, he was transferred to the Accounts Branch in Victoria and was later appointed Insurance and Safety Officer in 1949, occupying this position until his retirement. On May 8th, a Departmental presentation was made, where words of good wishes were expressed by the Honourable W. D. Black, Minister, and H. T. Mard, Deputy Minister. Al was presented with a tape recorder, tapes, and a scroll for meritorious service. Al and his wife Mary plan to do some extensive travelling in their retirement.

MIKE MILOGLAV spent more than 10 years at First and Second Narrows and lately at Oak-Deas. Always agreeable and ready to go, he is noted for his quiet humour. A small plot of garden will be Mike’s main hobby, and he will be remodelling his house. He plans to do some travelling, including an overseas trip in the future.

NELS WILLERTON started work on day-labour projects on the Barnet Highway. He spent some years at First Narrows and the last seven at Oak-Deas. He plans to devote time to raising young stock on his Surrey farm and being grandfather to his 11 grandchildren. Any spare time he may have after gardening and fishing he intends to enjoy the luxury of “putting my feet up.”

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The Campbell River Maintenance Crew presented Vic Daniels with a set of binoculars. Vic started with the Campbell River Crew in 1959 and retired last year. The Campbell River Crew wish him health and happiness.

GEORGE BELYK retires after nine years in the Department of Highways Sign Shop at Langford. George plans lots of fishing and golfing, and his fellow employees wish him the best of health and happiness.

SPAS GEORGE, Labourer with the Department in Vanderhoof, retired April 30th after 10 years' service.

Retiring recently from the Boswell Road Crew is ERNEST E. WHITNEY, Machine Operator 4, who has been with the Department since April, 1948. Ernie was presented with gifts from his fellow workers at a retirement party at Creston on May 9th.

Fellow employees gathered at Grand Forks on March 28th to honour JACK LAWRENCE, former Grader Operator, whose retirement became effective in February. D. F. Martin, Regional Highway Engineer, presented Jack with a scroll for 22 years of meritorious service. H. V. Bailey, Road Maintenance Foreman, presented him with a camera, a gift from his fellow workers.

Retiring recently from the Boswell Road Crew is WILLIAM G. THOMPSON, Road Maintenance Foreman 2, who has been with the Department since 1930. During his years of service, he has worked as a Labourer, Truck Driver, and Graderman. He served in the R.C.A. from September, 1939, to August, 1945. Bill was presented with gifts from his fellow workers and a scroll for meritorious service by G. R. Kent, District Superintendent, at a retirement party held in Creston on May 9th.

Retiring recently from the Creston Road Crew is JOSEPH HANSACK, Labourer, who has been with the Department since July, 1963. Joe was presented with gifts from his fellow workers at a retirement party at Creston on May 9.

HARRY SCHULTZ, Vanderhoof District Yardman, has retired after 20 years’ service with the Department.

PAUL JOHNSON, 64, retired on April 1, 1969, after working for the Department 16 years. Shortly after joining the Department he became a Power Grader Operator and retired as a Machine Operator 9. He worked most of the time in the Cloverdale area of the New Westminster District. Paul and his wife will continue to live in Cloverdale.

PROMOTIONS

BILL TAYLOR has recently won through competition the position of Road Maintenance Foreman 3 at Pemberton. Bill started with the Department in 1964 as Grader Operator, and prior to this appointment was the Road Foreman on Bowen Island. Bill is married and has two daughters; his hobby is citizens' band radio communications.

ROBERT H. PROUDLOCK has recently won through competition the position of Road Maintenance Foreman 1 for Bowen Island. Bob has been with the Department on Bowen since 1953.

Tony Puppin promoted to Road Maintenance Foreman 2 at Fernie in April.

G. A. (Gerry) Cavin has been appointed Insurance and Claims Officer, succeeding J. A. Lonsbury, who retired recently. Mr. Cavin commenced in Provincial Government service as a Clerk with the Motor-vehicle Branch in July, 1948. In 1959 he was the successful applicant for the position of Senior Clerk in the Insurance and Safety Office, Department of Highways. Several years ago Mr. Cavin completed a three-year Insurance Institute of Canada course in general insurance adjusting.

NEW FACES IN NEW PLACES

R. E. (Bob) Stander, Technician with the Headquarters Location Branch, has recently transferred from Victoria to Prince George District. Bob started with the Department in 1957 in Prince George.

BOB MESTON, Road Maintenance Foreman at Sicamous, transferred to Westbank, February 17th.

G. G. LOEWEN, Assistant Mechanic, Cranbrook, transferred to Grand Forks, March 31st. Garry had previously transferred from Creston to Cranbrook, October, 1967, and was promoted to Assistant Mechanic, June, 1968. Presentation on behalf of fellow employees was made by Joe Reed, Mechanical Foreman. His hobbies are sport cars and drag racing.

WHAYNE CHAPPELL has been transferred from Headquarters to Penticton as Clerk 3 in the District Office. Penticton has gained an all-round athlete who excels at swimming and floor hockey. He has contributed many cartoons to the Victoria "Gem."
PEEK INTO THE PAST

This is the way slides were cleared in 1912-14 in the Fernie District on the No. 2 Road at Krag (south of Elko). The operators are C. Lindberg, P. Sandberg, and K. Sponberg.

Bridge work on Four Mile Suspension Bridge on the Kispiox Valley Road, Hazelton, July, 1939.

This Public Works Department truck was operated by Tyler Lindberg on a construction project at Canal Flats in 1929.
M.V. Cy Peck, a wooden-hulled vessel built in 1913 at Tacoma, Washington. Her original name was Daily and she was used by the Puget Sound Ferry Service. Bought by Canadian Pacific, she was used throughout the Gulf Islands as the Island Princess. When purchased by Gulf Island Ferries, she was refitted and renamed Cy Peck after the late Col. Cyrus Wesley Peck, V.C., D.S.O. Used by British Columbia Ferries Division primarily as a relief vessel in the Gulf Islands, she was sold to J. H. Todd & Sons Ltd. for use as a floating fish camp on the west coast of Vancouver Island.

Pender Queen, the oldest vessel serving in the British Columbia Ferries Division fleet and certainly the one with the largest steering wheel, was the first ferry in the world which cars could drive on and off.

Although today the ship's wheel rates as a conversation piece and is often the source of awe and interest to passengers, her greatest fame came many years ago as Motor Princess, when the British publication "Shipping Wonders of the World" noted that she was the first drive on-drive off automobile ferry in the world.

Built in 1923 for the Canadian Pacific Railway British Columbia Coast Service by Yarrow's Shipyard, Esquimalt, the wooden-hulled vessel was christened Motor Princess and first served on the Vancouver-Nanaimo run. In later years she was well known on the Sidney-Steveston route in the summer months. Her last job for Canadian Pacific was carrying cargo on the midnight Vancouver-Victoria run in order to make more room for autos on the regular midnight steamers.

As Pender Queen she has been re-engined and structurally altered, but the huge steering wheel remains as a memento of her 46 years of service on the British Columbia coast. Today she serves as relief vessel on the minor ferry routes when the regular ferries are withdrawn from service for refit. During May she served on the outer Gulf Islands route, where Captain Dave Walton and Mate Hugh Halkett of "B" watch reminisced their days of service on the vessel when both were Canadian Pacific officers.
ABOUT PEOPLE...

Some members of Highways Accounts Appropriation Section are, back row: Mrs. Elsie Lee, Miss Ronnie Neary, Mrs. Joan Highton, and Mrs. Lynne Sanders. Front row: Mrs. Mary King, Mrs. Peggy Noble, Mrs. Jean Bondesen.

The Highways Accounts Pay Section in Victoria, left to right: Mrs. Eileen Thompson, Mrs. Pam Quested, Mrs. Ramona Andrew, Mrs. Helen Jackson; front, Don Gillett.

A new face in the Vanderhoof District Office, ALLAN McINNIES, was the successful applicant for the Timekeeper's position.

H. KENNETH WARD, Engineering Technician 2, Bridge Design Branch, was born in Lachine, Quebec. After serving a four-year apprenticeship course in mechanics and mathematics, Ken worked for 10 years with Dominion Bridge Company before and after World War II. His service record includes 1 1/2 years with the R.C.N.V.R. Ken came to Victoria and joined the Department in 1947 as draughtsman. His hobbies are cards (bridge and poker), gardening, and local church work. He is married and has three children.

DAVID LOGAN, Supervising Bridge Design Engineer, was born in Scotland and served in the Royal Navy in World War II. He graduated from the Royal Technical College Glasgow in 1948. Since arriving in Canada in 1955, Dave has worked for the Bridge Branch. He has also served four years on the Greater Victoria School Board and the city's Advisory Planning Commission. Dave is married and has four children.

NORM McLEARN, Gabriola Island Grader Operator, is leaving the Department after seven years' service to go into business for himself.

FRANCIS BOSE-LEY, Engineering Aide with Location Branch at Prince George, is now ready to return to field work after 10 weeks of sick leave and 14 weeks of office work after foot surgery.

ROY WALKER, District Office Manager in Burns Lake, at his desk in March. Roy is presently convalescing from an operation.

A party was held recently for BODO NIEDBALLA, Lillooet District Assistant Stockman, who is leaving the Department after several years' service. Bodo is going back to his original trade as linotype operator.
"You did what?" Road Foreman Lorne Stater, of Thetis Island, appears shocked by some news, or perhaps just startled by the cameraman. In any case he has a busy time on the popular resort island.

Mrs. Lynne Sanders has left the headquarters Department of Highways and Public Works Accounts Branch after five years in the Appropriation Section to live in New Westminster. Her fellow workers gave her a dinner party and a number of gifts.

Three new employees have begun work in the Lillooet District shop—A. C. Neill as Heavy Duty Mechanic, H. V. Raven as Welder-Mechanic, and Steve Gar Ness as Labourer and Tire Man. They are all married with children.

Leslie Balbirnie, Heavy Duty Mechanic with the Lillooet District for the past 12 years, is leaving the Department to go into private business.

Wedding of interest took place recently when Lenore Joan English and Lloyd G. Swift were married at Campbell River. Lloyd is a Grader Operator for the Department maintenance crew.

W. G. (Bill) Kent died on April 11, 1969, in Nanaimo General Hospital. He is remembered by his many friends in the Peace River area and in particular by his ex-colleagues in the Fort St. John and Pouce Coupe Highway District. Born in Musqodoboit, Nova Scotia, he homesteaded in Alberta for a number of years, served in the First World War with the 78th Battalion Winnipeg Grenadiers and was wounded in action. He joined the Department in 1947 and was Senior Road Maintenance Foreman at the time of his retirement in 1961. Mr. Kent is survived by his wife, Florence, and three daughters.

Captain Alpha Heibert Friesen, 66, died April 19, 1969, about one year after retiring as a captain on the Barnston Island Ferry, New Westminster Highways District. He is survived by his wife, Martha, two sisters, and several nieces and nephews.

Former Department employee Axel Norman died April 27, 1969, shortly after his 80th birthday. He had been retired 13 years and living on Brown Road in Surrey.

MRS. LYNN SANDERS has left the headquarters Department of Highways and Public Works Accounts Branch after five years in the Appropriation Section to live in New Westminster. Her fellow workers gave her a dinner party and a number of gifts.

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Pat Gunn, Clerk 2 in the North Vancouver District office, was married May 17th. Pat started in the district office in July, 1967, as a Clerk-Typist. Pat and her husband, Pete, will live in West Vancouver. Presented with a coffee set by her fellow employees in the regional office two days prior to the wedding, Pat will remain at work in the district office.
FERRIES...

With a combination of bubble system, sawing, and blasting, Francois Lake ferry was put into operation again earlier last winter after having been shut down by heavy ice. Left, Chuck Rolston, Road Foreman, and John Saunders, Bridge Labourer, preparing to blast ice. Open water in background was made by the bubble system. Right, ferry Jacob Henkel pushing broken ice out of the channel.

First vehicle off M.V. Quadra Queen at relocated Quathiaski Cove ferry landing on Quadra Island, April 16, 1969, was this Government flatdeck with a load of no-post guard-rail for the new holding compound. Minor finishing-up work such as handrails was still to be completed when photo was taken. Design and construction of new landing and compound was by the Dock District.

Stand-by for fire-drill instruction on Queen of Burnaby at layover berth. Left to right: David Lane, Dennis Opheim, Jack Hoebee, Allan Ranger, and Steve Gilfix.

Fire drill aboard the M.V. Queen of Victoria. Left to right: Joe Urbanczyk, Steven Li with the Chemox fire mask, and Chief Officer Andy Logan.

Emergency crew practice on Queen of Burnaby at layover berth at Departure Bay. Stern to bow: Bob McPhail, Dave Young, George Hyde, Chief Officer Noel Azevedo, and Jim Sutton.
Recently installed car ramps on British Columbia ferries between Horseshoe Bay and Departure Bay have been a great success handling the increasing traffic each year. With the ramps full and aprons raised, the carrying capacity has been increased from 106 to 140 cars.

Crew of the Mayne Queen see many types of vehicles on the Gulf Islands route, but the most unusual is an elderly gentleman, Pete Schlott, and his dog, Pot, pulling a small covered wagon. They live on Pender Island and do their shopping in Sidney on Vancouver Island. They walk the 3 miles from Swartz Bay to Sidney and Pot, part collie and part German Shepherd, tow the purchases back to the ferry. The dog and wagon are a form of vehicular traffic not listed in the Tariff Manual.

Bill Alexander, project supervisor, standing atop pilings at Tsawwassen taking measurements for installation of new foot-passenger ramps. Bill is a familiar figure around the ferry terminals.

Sixty-five Roosevelt Park School youngsters spent a happy hour recently touring the Queen of Prince Rupert. They particularly enjoyed visit to the wheelhouse, escorted by Chief Officer Eric Coomber. Six groups toured the vessel prior to its resumption of the summer schedule.
SAFETY AWARDS, INFORMATION, RALLIES . . .

Assistant Deputy Minister F. A. MacLean, left, presents the Region 1 safety award to District Superintendent N. W. Wells, who accepted the award on behalf of the Chilliwack District. The event was marked by a banquet and dance for the employees and wives of the Chilliwack District. Chairman N. W. Wells introduced the head table guests and the featured speaker, Mr. MacLean, who congratulated the district on their achievement on behalf of the Honourable W. D. Black, Minister, who was unable to attend.

Burns Lake District won the regional safety trophy in Region 4 for 1968. At a banquet held March 14th, Fraser MacLean, Assistant Deputy Minister, presented the regional trophy to Len O'Dine, chairman of the Safety Committee. Awards of merit were presented to the various crews. Here, Pat Carr, Regional Maintenance Engineer, presents one to Hugh Carrie, Road Foreman at Houston.

Silver award of merit certificate was presented to Bill Friesen, left, and Ross Buthy, right, of the Langford Maintenance Crew, by Regional Safety Officer Alex Caldwell, centre. The crew worked 113,300 consecutive man-hours between May 5, 1967, and February 28, 1969, without a time-loss accident.

As winners of the Region 3 Department Annual Safety Award, employees of the Grand Forks District were honoured at a banquet and dance in Grand Forks, March 28th. The room was appropriately decorated with highway safety signs, and District Superintendent R. M. McMillan was master of ceremonies. Guest speakers included F. A. MacLean, Assistant Deputy Minister; A. R. Limacher, Administrative Officer; K. Jackson, Civil Service Commission Accident Prevention Division; D. F. Martin, Regional Highway Engineer; P. B. MacCarthy, Regional Maintenance Engineer; H. George, Regional Mechanical Superintendent; and J. Parkin, District Superintendent of Penticton, whose district won the award in Region 2. Mr. Martin presented the regional safety trophy to the chairman of the Grand Forks District Safety Committee, Norman H. McRae.

* * *

The British Columbia Safety Council gold award was presented to the Creston Road Crew by P. B. MacCarthy, Regional Maintenance Engineer. Their record was achieved between June 8, 1966, and November 30, 1968, with 170,081 man-hours without a time-loss accident.

* * *

Bronze award was presented to Nelson Garage Crew for having worked 47,000 hours without a time-loss accident. Presentation was made by District Superintendent George Kent.

Following delivery of the defensive driving course instructor's kits, the Department Driver Trainers met at Kamloops, April 28th, for final meeting before starting their presentations of the defensive driving course to Department employees. They are, back row, left to right: Howard McLcLeod, Region 1, North Vancouver; Harry Romrark, Region 3, Nelson; Ed Rozander, Region 2, Kamloops; Hal Dennies, Region 1, North Vancouver. Front row: Glen Ades, Training Supervisor, Headquarters; Bob Saul, Region 4, Vanderhoof-Burns Lake; Ken Walton, Region 4, Quesnel-Prince George.

Department Tow Truck Operators completed a two-day training course at S.N.B., April 8th to 10th. Twenty-six operators attended. The purpose of the course was to present advance techniques in vehicle recovery and to standardize operating procedures in care and maintenance of government units. Instructors were Hal Dennies, H. McLcLeod, and J. Waring, and assistance was provided by the North Vancouver Fire Department, Ernest Holmes Co. Ltd., and local towing companies. Left to right: Harold Dennies, Bill Stubbs, Dave Howard, Ray Cooper, Mike Marsh, John Carlisle, and Howard McLcLeod.
**Safety Continued**

The Art Irving Trophy for Region 3 shops was awarded this year to the Creston Garage employees and presented by Hope George, Regional Mechanical Superintendent, to Earl Kline, Mechanic Foreman, at the safety award banquet in Grand Forks, March 28th. This is an outstanding achievement for the Creston Shop Crew, as they also won it in 1967-68 and tied with the New Denver Shop Crew in 1966-67.

Silver award of merit certificate was presented to L. Drew, of the Langford Patching Crew, by Region 1 Safety Officer Alex Caldwell. The crew worked 72,075 man-hours from April 1, 1962, to February 28, 1969, without a time-loss accident.

At the Prince George Safety Rally in January, George Harper, Regional Safety Officer, presented a bronze award to the Prince George Survey Crew. Receiving the award were Ray Truman, on behalf of the crew, W. Bull, D. Quiring, N. Edelmann, G. Pylatink, and A. Prodenhl.

**Convalescents**

BUD GEE, Sign Maintenance Man for Salmon Arm District, resting at home after operation in Kamloops, and CLIFF HOBBS, of the Salmon Arm crew, is a patient in Salmon Arm Hospital.

BOB OLINGER, Machine Operator 13, Pouce Coupe, is back at work after surgery.

LARRY J. TURNER, Machine Operator, Cranbrook, is resting at home after an operation in February.

Creston crew are glad to see HARRY HAIGH, Road Foreman 3, and TONY JOY, Machine Operator 13, back to work after recuperating from spinal operations.

GERRY TOWGOOD, Assistant Mechanic Foreman, Nelson Shop, is at home after a major operation, and GEORGE MCDougALL is back at work again also after an operation.

LEONARD (Dude) LINDSAY, Road Maintenance Foreman 4, East Crew, New Westminster District, has returned to work after a short stay in White Rock Hospital.

**ON THE JOB...**

A. KARDAAL, Foreman, and his Nanaimo District Blacktop Crew have done a record number of road repairs already this year after severe break-up conditions.

A. GLOVER, Nanaimo District Bridge Foreman, and his crew have been working on a wide range of projects of late, including ferry-landing repairs, retaining walls on Alberni-Tofino Highway, reconstruction of a bridge in Nanaimo, and construction of catch basins.

S. STUPEICH, Cassidy, has begun a busy summer schedule on the distributor truck. Stan will be road-mix paving on the Gulf Islands, Duncan, Lake Cowichan, Cassidy, and Alberni-Tofino areas.

CAPT WEBBER, Senior Captain of the Thetis Island ferry M.V. Ethel Hunter, is expecting a large number of passengers again this year for camps on both Thetis and Kuper Islands.

Silvan Bridge Crew building an extension to the Burnside District office. On the scaffolding, left to right: Bill Lane and Jack Popadynec. On the ground: Harold Goodmans, retiring in July after 20 years' service, and, right, Bridge Foreman Art Olson.

Bill Thompson, Road Foreman at Boswell, entering new equipment shed at Crawford Bay in the Nelson District.

Russ Galloway, Road Foreman, Nanaimo District, inspecting a stock of guard-rail manufactured by his crew in the Cassidy yard. This lot is slated for the Alberni-Tofino Highway.
A KING-SIZED QUEEN

The M.V. Queen of Esquimalt is the first king-sized ship in the British Columbia Ferries fleet.

The vessel has been lengthened to almost double her original car capacity and provides additional dining and lounge facilities.

The "stretching" of the M.V. Queen of Esquimalt took place at Burrard Dry Dock in North Vancouver. The vessel's length has been increased by 84 feet to 426 feet by cutting her in half and adding a section midships. Auto-carrying capacity has been increased to 192 American cars, compared with the 110 cars she originally carried. A de luxe restaurant, seating 48 persons, has been added, and a new self-service cafeteria seats 190 persons, compared with 144 in the former restaurant.

The enlarging of the Queen of Esquimalt has been a delicate operation, performed with surgical skill by craftsmen. The ferry was literally sliced in two with oxy-acetylene torches and then welded together again after the midship section was put into place.

The contract for the $2.2 million job was awarded January 23, 1969, and the shipyard immediately set to work prefabricating the middle section. The section was over five stories high, including engine-room space, two car decks, promenade and sun decks.

The Queen of Esquimalt arrived at the shipyard February 27th to begin preparations for her "operation." The existing galley and restaurant were stripped, and hundreds of pipes and electrical wires had to be cut and sealed off. The actual cutting operation also got under way as welders with torches sliced through the superstructure down as far as the hull.

On April 11th the drydock was emptied and two welders began the extremely delicate job of slicing through the 1/8-inch plating of the ship's hull. The cut was made just forward of a water-tight bulkhead to ensure that the stern section of the ship would float. Once the cut was finished, late on April 11th, the drydock was flooded.

Some of the compartments of the forward section of the ferry were also flooded to ensure that it would not float, but would stay in place in preparation for the joining-up of the centre section. As the drydock filled up, the stern section of the ship floated free and was towed off. The centre section was floated into place and the dock drained and the welding operation began. The stern section of the vessel was then floated back into place April 19th and welded to the new stretch hull.

The stretching of the ferry does not affect the vessel's speed. Tests showed that up to 18.5 knots, the maximum speed of this vessel, there was no significant increase in horsepower requirements. The new section adds to the buoyancy of the hull and also improves the length-width ratio, giving the hull greater efficiency in the water.

The ferry service started in June, 1960. At that time there were two ferries in the system. The Queen of Esquimalt was built in 1963 by Victoria Machinery Depot.

Today the British Columbia Ferries Division of the Department of Highways, one of the largest in the world, has 20 vessels in its fleet, ranging from the tiny Seawolf, operating as a water taxi service between Langdale Terminal, Keats and Gambier Islands, to the 426-foot Queen of Esquimalt.